





## Silkin stands his ground

From page one

and denied rumours that this would be delayed until after the general election. He pointed out that no date had yet been fixed for the elections and that continued delay also harmed British fishing interests as, among other things, it meant uncertainty about third country waters.

### Desire

Mr. Silkin thought that there was now a "genuine desire" among those member states most directly concerned to reach agreement. He thought that the forthcoming tour of EEC capitals to be made by Mr. Gundelach, the European Commissioner responsible for fisheries, should help reach a compromise. The tour will be made as soon as the EEC's 1978-79 farm support prices have been fixed.

As *Fishing News* went to press, Mr. Gundelach was battling through what was expected to be a week-long prices marathon meeting in Luxembourg.

# TIDE RULE VICTORY

A NEW DEAL for inshore share fishermen who land at Grimsby has been thrashed out by private agreement after an industrial tribunal hearing in Lincoln last week.

It means more fishing time between landings, a new definition for inshore vessels at Grimsby, recognition of gill-nets as inshore boats and, above all, preserved traditional rights of crews to continue landing their own fish.

A tribunal was convened to arbitrate between the National Docks Labour Board (Grimsby branch) and inshore owners from Grimsby and other east coast ports whose boats land at Grimsby.

The fishermen brought a joint application under Section 51 of the 1955 Docks and Harbours Act, which defines dock work, maintaining it did not apply to their vessels and they were, therefore, entitled to land their own catches without using costly lumper labour.

They also sought an extension of fishing time beyond the old five-tide criterion.

After concessions by both sides, British vessels worked by share fishermen only can now remain at sea for 12 tides, extended to 14 tides in exceptional circumstances.

Vessels must not exceed 60 ft. in length or be registered in excess of 40 tonnes. Maximum crewing arrangements are four for trawlers, five for gill-nets and eight for liners.

Last week, at the tribunal, witnesses for the fishermen claimed the old five-tide

regulation forced fishermen to "cut corners" and take risks which could endanger lives.

The application to the tribunal was made by the owners of *Jilannon*, *Shepherd Lad*, *Shepherd Lass*, *St Vincent*, *Lead Us*, *Shearbill*, *Whitebank*, *Ashville*, all of Grimsby; *Alison Jane* of Lowestoft; *Pioneer* and *Tradition* from Bridlington; and *Cassamanda*, *Sincere*, *Our Heritage*, *Our Rachel*, *Willemina* and *Independence* of Scarborough.

## Lumper ban forces closure

AN OLD-established Fleetwood fish merchanting firm has closed. J. D. Clark, director, mainly because the lumper ban on Icelandic landings has denied the firm the distant-water supplies on which it depended.

Harry Whitehead, managing director, said that he thought the lumpers were being extremely selfish in continuing the ban.

He said there was a sense of urgency with them, although there was for the merchants.

He had been losing money for the past few years, but would have carried on business if the lumpers had lifted the ban on Icelandic vessels.

## Yell factory shut-down

ONE OF Shetland's fish processing factories is in difficulties and has closed down temporarily — prospects of re-opening are only "fair".

Arlanda Fisheries' factory on the island of Yell employs 16 full time staff.

## COMMENT

AFTER YEARS in the wilderness the fishing industry now finds itself the subject of a spate of "timely" reports on its future. The latest of these — entitled *Fishing into the 80's* — was published this week by a team of fishing experts headed up by John Prescott, Labour MP (Hull East).

This well researched and fact-packed 86-page document is being circulated in Britain and Europe in the hope that it will provoke discussion on revitalising the British fishing industry. And it is based on the premise that there is no protection from an exclusive fishing zone off our coasts.

Among the many suggestions put forward is one for the establishment of a British National Fishing Authority. This would harness the resources of the White Fish Authority and Herring Industry Board to cover, among other things, safety and employment conditions, as well as training and research.

At first sight this seems to be a laudable suggestion but, on further reading of the report, there would seem to be another and more worrying role suggested for such a body. This is referred to as "entrepreneurial", which really turns out to be an euphemism for nationalisation of the fishing industry.

Going back to 1961 Flock Committee of inquiry into the fishing industry, the report says that "agrees with the recommendation that 'power' for appropriate public ownership is needed. This was put forward at the time to get investment in processing plants going.

Now, this latest report wants to go further by saying that public ownership by a National Fishing Authority should not be limited to just processing. In other words it is setting its sights on state control of the fishing fleet.

This sort of talk by "fishing experts" shows just how divorced they are from the thinking of inshore fishermen on whom the future will be built. If the fleet is to fish efficiently, the only real room for ownership of boats will be among the fishermen themselves, unless the taxpayer wants another British Steel or Leyland around its neck!

## fishing news

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## All cut up...

THE 88FT. Peterhead vessel *Morning Star* (Sk. Jim Dunne) is in dry dock being lengthened by 20ft. to allow for the installation of ice storage equipment and chilled sea water tanks.

Her hull has been cut in two and the fore part drawn forward for her extension to be inserted.

The work is being carried out by Wood and Davidson Ltd. which did a similar job on the purse seiner *Lunar Bow* four years ago.

# WESTCOUNTRY 'PAWNS' IN THE EEC GAME

WESTCOUNTRY fishermen believe their industry is being used as "a pawn in political manipulations" with EEC countries, claims Harry Worden, Devon's chief fishery officer, in the first annual report to be presented to Devon Sea Fisheries Committee.

He says the only confidence can be restored in Britain's fishing industry is for agreement to be reached in Brussels for an exclusive limit all around our coast.

Mr. Worden says in his report: "At a time when sections of the car industry have

been bolstered by grants of millions of pounds, justifiably fishermen are aggrieved that the small amounts of daily subsidy which helped them to offset the terrific increases in operational costs were taken away.

"The Westcountry fisherman is of the opinion that his industry is so little thought of that it has been, and is being, and will continue to be, used

as a sop to the EEC countries. "Many fishermen, in fact, supported the Grimsby Trawler Officers' Guild which expressed the view that, because of the lack of interest shown, it was wondered whether or not the Government even wanted a fishing industry."

Mr. Worden said that in the past ten years there had been a resurgence within the industry at Devon ports.

Demersal and pelagic landings at Plymouth and Brixham had more than doubled. The shellfish fleets of Salcombe and Kingswear/Dartmouth had made them the top crab-landing ports in the country.

He continues: "But the achievements have been made against many problems. To the fishermen of the SW peninsula, it appears that any success in their own effort in spite of successful Government convenience to the contrary.

"With the build-up of the large fleet of very sophisticated purse seiners and mid-water trawlers from Scotland, Hull and Grimsby working the mackerel shoals off the SW coast — and more foreign trawlers working up to the 12-mile line — confidence in this country's fisheries administrators will only be restored by obtaining agreement in Brussels for an exclusive fishery limit.

"Fishermen generally are individualistic in their outlook and show philosophical calmness in trying circumstances. Unfortunately, this is sometimes interpreted as a weakness to be exploited.

"Owing to the nature of their calling, whereby only a small number work together, it is rare indeed for the industry's fishermen to band together and voice their grievances."

Mr. Worden says the proposed increase in the net size regulations from 70mm to 90mm as a conservation measure for the North Sea is causing concern among Westcountry trawlers in case such regulations are applied in the English Channel.

This would cause hardship and affect catches of sole and whiting. Any national increase in net sizes would be vehemently opposed.

## 340-box maiden

FRASERBURGH'S new *Fidelis II* has landed her maiden catch of white fish at Peterhead. The first box of cod sold for £57 to Jim Duthie of Young's Seafoods, Boddam, who qualified for the traditional new hat.

Skipper Stewart Buchan landed 340 boxes from his first trip of four days and the catch realised £7,500.

The salesman was Ronald Graham of Peter and J. Johnstone (Peterhead) Ltd. which is the agent for the vessel.

DEREK OSWALD (37), manager and a director of the Hull trawler owners Hellyer Bros. for eight years, is leaving this weekend. He is to become managing director of Aberdeen-based Claben Ltd.



# WHITE FISH AUTHORITY TRAINING COURSES

FISHING GEAR TECHNOLOGY  
To be held at the WFA Fisheries Training Centre at Hull

15 to 19 May  
19 to 23 June  
17 to 21 July  
31 July to 4 August

14 to 18 August  
11 to 15 September  
18 to 22 September  
8 to 10 November  
20 to 24 November  
4 to 8 December

500 to 1000 hp middle water vessels.  
20 to 150 hp vessels.  
150 to 500 hp vessels.  
500 to 1000 hp vessels (emphasis on pair trawls).  
500 to 1000 hp vessels.  
1000 hp + vessels (emphasis on pelagic trawls).  
500 to 1000 hp middle water vessels.  
20 to 150 hp vessels.  
150 to 500 hp vessels.  
500 to 1000 hp vessels (emphasis on pair trawls).

### ACOUSTIC FISH DETECTION

8 to 12 May  
22 to 26 May  
12 to 16 June  
19 to 23 June  
4 to 8 September  
9 to 13 October  
23 to 27 October  
13 to 17 November  
27 November to 1 Dec.

PITTENVEEM.  
FRASERBURGH.  
BUCKIE.  
HULL.  
HULL.  
LOWESTOFT.  
LERWICK.  
LOWESTOFT.  
MALLAIG.

### ENGINES, ELECTRICS AND HYDRAULICS (INSHORE VESSELS)

1 to 5 May  
15 to 19 May  
5 to 9 June  
30 October to 3 Nov.  
4 to 8 December

PITTENVEEM.  
FRASERBURGH.  
BUCKIE.  
LERWICK.  
MALLAIG.

### ELECTRICS AND HYDRAULICS (MIDDLE AND DISTANT) WATER VESSELS

28 to 30 June  
18 to 22 September

HULL.  
HULL.

### COASTAL FISHING

7 to 11 August  
14 to 18 August  
25 to 29 September  
11 to 15 December

FLEETWOOD.  
WHITEHAVEN.  
AYR.  
WHITBY.

### MARINE SCIENCE FOR FISHERMEN

28 to 30 June  
2 to 6 October

HULL\*  
HULL\*

### BUSINESS MANAGEMENT

12 to 14 September

### FISHERIES TECHNOLOGY AND MANAGEMENT

8 May to 28 July  
4 September to 5 Nov.

HULL\*  
HULL\*

Courses marked thus \* will be held at the WFA Fisheries Training Centre in Hull. The remaining courses will be held in the WFA Mobile Training Unit at the ports indicated.

All courses except the one in business management (fee £60) are FREE to members of the UK fishing industry. Details of fees for overseas skippers and fishery students are available on request.

## APPLICATION FORM



To: The Training Manager,  
White Fish Authority,  
Industrial Development Unit,  
St. Andrew's Dock,  
Hull, HU3 4QE  
Telephone: 0482-27837  
Telex: 527261

\* I would like to enrol for the course in .....

Date of course .....

\* Please send me more details about the following course: .....

(\* Delete as appropriate)

Name and address .....

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**AIRCO synthetic SEINE NET ROPE**

*The Sheffield Testing Works Ltd.*  
REPORT No. 57136  
Results of Test of sample, described as length of Seine Net Rope, received 5th April 1978, from: *Airedale Rope Co. Ltd., Leeds.*  
Test No. W221  
Particulars stated by senders: "Airedale Seine Net Rope, 2 1/2" circ., supplied by Tom Sleight (Fish Salesman) Ltd., Grimsby. Taken from a Danish fishing vessel, Skipper Mr. Poul Sorensen, after 2 years use."

Remarks: The rope broke clear of the grips

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**Newlyn's 83-footer**

AN 83 ft. long steel multi-purpose boat for Newlyn owners Tom Thomas and Sons is due to be delivered in June. She is building at the McTay yard.

The vessel is designed for long lining, trawling and seine netting and the hull has been designed by MacTay's naval architect, John Osborne. It is of a nicely-shaped round stern and a soft bow. The standard of construction is high and she will be one of Cornwall's largest new boats.

She will be powered by a Blackstone six-cylinder diesel of 860 hp. This will drive through a Reintjes gearbox to a fixed propeller working in a Kort nozzle. A wide range of auxiliaries will be fitted, including cooling equipment for the fish hold.

Three circulating brine tanks are located amidships for herring or mackerel. Forward of this space is the hold for iced fish.

A large hatch between the fish hold and the centre brine tank can be removed when the tanks are not in use, allowing this centre tank to hold ice.

The wheelhouse and deckhouse will be amidships and a feature of the vessel will be lowered bulwarks for long lining.

**FORECASTS—MP STEPS IN**

SOUTH ANGUS MP, Andrew Welsh, is investigating a complaint by Arbroath fishermen about a proposal by the BBC to alter its weather forecast service (*Fishing News*, March 17).

Mr. Welsh is seeking a meeting with BBC chiefs following the announcement that the present four forecasts a day on Radio 2, plus the occasional gale warnings, are to be reduced to two forecasts a day.

Allan Caird, manager of the Arbroath Fishermen's Association, said: "Weather patterns can change completely in a lot less than 12 hours. Our fishermen want the forecast to remain exactly as it is at present."

Mr. W. Daviotdale, skipper of Ocean Harvest 1, which fishes up to 200 miles offshore, said he thought the proposal was "disastrous".

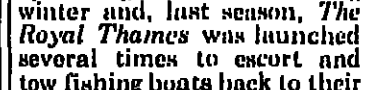
He said: "We always listen to the weather forecasts from the BBC, particularly in the winter time, and even the present service could be improved at times."

"Sometimes they are giving the forecasts round the coast, but they seem to run out of time before they come to areas such as the west coast of Scotland."

**Wrong year**

FISHERMEN'S YEAR, the centenary of the Royal National Mission to Deep Sea Fishermen, will be in 1981 and not 1978 as printed in *Fishing News*, April 7.

# LIFEBOAT LOSS HITS COBLES



thoroughly, he would have discovered that an occupational

This system acts as a useful slave in identifying early any

In the last two years about

He is also — wait for it — chairman of the board of the local river fisheries which is, ought to be, a conflicting in-

board's warrant and the netting company's private speedboat which he refers to in the local press as his "salmon battle

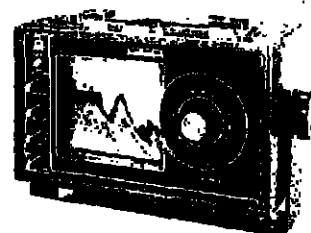
is time the law was changed  
before it is brought completely  
into disrepute.  
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- \* Variable White Line Facility
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We shall be on stand OG 26 at the Bristol Boat Show with the ML 22 fishing launch built by the Small Boat Co. Waymouth.

Built by the Grange Boatbuilding Co. Ltd., Jersey, G.I. as a craft fishing boat

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It is almost essential for pelagic fishing that a net drum be installed. Robertson's supply a range of drums with various drive systems for all classes of fishing vessels. Illustrated is a 9 cubic metre 30 ton pull net drum installed in association with Robertson trawl winches on the freezer trawler 'Goth' and 'Roman'. Our range extends from 3 cubic metres to 16 cubic metres with pulls up to 52 tonnes.

## James Robertson

& Sons (Fleetwood) Ltd, Dock Street, Fleetwood FY7 6JH, England.

## Mackerel licence delayed

THE MINISTRY of Fisheries has decided to scrap its plans to introduce a new mackerel fishing licence. Existing arrangements will go on for the time being.

This is in view of the "overwhelming advice" of the mackerel industry.

Fisheries Minister, Ted Bishop, said that the ministry accepted it would be wrong to introduce a new licence for the few remaining weeks of the season.

"Clearly we will need to consider what action might be taken to regulate the fishery off south-west England next autumn," he said, "but in the meantime the existing licence will continue in force."

## BUT FILLS DISTANT WATER GAP

EVEN WITHOUT distant water landings at Grimsby last week—only the second week this has happened this year—reasonable supplies from home waters ensured landings topped 20,000 kits once again.

The port was also without a landing from the Lorient-based fleet of French trawlers for the first time for over a month. Almost 4,000 boxes of mixed overland fish were brought in by road to help in meeting a good demand for fish from the merchants.

It was BUT's turn to out-fish and outgross all its main rivals with ten Westerly and North Sea landings. The firm ended the week with combined grossings in excess of £199,000.

Pride of place went to *Ross Panther* (Sk. Wally Stokes), topping £20,000 for the third successive trip, with £28,870 from 837 kits after a 15-day Westerly trip. The catch included over 350 kits of haddock and nearly 200 of cod.

The week's heaviest landing went to *Ross Kelly* (Sk. Barry McCall) with 1,108 kits, including 520 of haddock, 105 of cod, 244 of dogs and 122 of whiting, from a 17-

day Westerly voyage. She earned the runner's-up spot with a grossing of £25,988.

'Kelly' and her three 'K' class sisters are now really getting the feel of the home waters after being switched from distant water work in January.

H. L. Taylor's boat was a £17,619 and 16-day effort by *Yesso* (Sk. Peter Brown). Heavy landings of 'rough' fish spoil several landings and there was a real nightmare for *Boston Keatrel*, making her first middle water trip of the year.

The 142-footer ended up with over 200 kits of dogs unsold from a 490-kit landing and collected only £7,256.

North Sea landings by the seiners and pair teams were the heaviest for weeks. Seventeen seiners made the Monday market alone, when Consolidated's *Arnborg* (Sk. V. Dam) hit the week's seiner high with £8,130 from 300 kits of fine cod.

Runner-up was Skipper Bill Murray's *Genara* on £7,888 from 266 kits, in-

## Caird stands

ALAN CAIRD, secretary-manager of Arbroath Fishermen's Association, is entering politics. He has been nominated by the Conservatives to stand for election as candidate for Arbroath Central Ward in the forthcoming Tayside Regional Council elections.

Mr. Caird has been secretary-manager with the association for eight years.

He was president of the Firth of Forth Fishermen's Association, chairman of the Fishermen's Co-op (Trading) Scotland Ltd., and a director of the Anglo-Scottish Fish Producers' Organisation.



## CLYDE: HERRING QUOTA CHOPPED

THIS YEAR'S Clyde herring quota has been cut-back by 1,000 tonnes. Stock recruitment and a higher than optimum fishing mortality led to scientists calling for a reduction in catches.

Last year the quota allocated for this fishery was 5,000 tonnes. The actual catch was 4,840 tonnes due to tight management controls introduced by the Scottish Fishermen's Organisation.

After consultation with the Government, this year's quota has been set at 4,000 tonnes.

With most other herring grounds closed, a big influx of vessels is anticipated on the Clyde grounds. To achieve a fair share-out of fish, the SFO has tightened down its management of the fishery.

The skippers know the grounds and the vessels are suited to the comparatively short voyages that are bound to be the prevailing pattern.

3) If the British inshore industry faces restrictions on its operations, we would rather the fleet was kept intact even if limited in its operations and employment preserved, rather than see fishermen thrown out of work.

In the ports represented by NFFO, the employment generated by the industry is desperately needed and the alternative to employment by the industry may well be the idle queues.

4) The vessels in membership are generally small, fish on a restricted scale, in a limited number of areas and, for a good part of the year, many do not fish at all.

In effect, fleet limitation is already self-imposed. Moreover, because the NFFO fleet is relatively small and because many of the vessels concerned necessarily (on account of weather and other constraints) operate on a restricted basis, it is credible that a cut-back on the number of vessels permitted to operate would have a significant impact on the problem of over-fishing.

The NFFO says: "It would be wrong to conclude that we reject the need for licensing vessels. On the contrary, provided others are controlled, we support the use of licensing as a means of controlling fishing effort when it is necessary."

"But we reject the notion of a forced reduction in the size of the inshore fleet by a blanket control on the number of licences issued."

Jim Leadley, vice chairman, said: "We will press for restrictions on licensing. There is a need for quotas in the North and Irish Seas."

Advocating the licensing of boats rather than skippers, chairman George Crawford said: "You could build a multi-million-pound ship but, without a licence, you could not use it."

Denk Mainprize of Scarborough, another vice chairman, pointed out that in certain instances the licences could be worth more than the boats.

It was decided to ask port associations to come up with detailed proposals of their own.

Left to right: Andrew Palfreman, chief executive of the NFFO; Tom Mainprize, leader of Scarborough inshore fishermen; Fred Parkes, vice chairman, NFFO; and George Crawford, chairman NFFO.

Incidentally, we supply sterngear, propellers and equipment to B.I.M. Standards for, among others, the largest fishing boat builder in Eire.

YACHT CHANDLERS of GREAT BRITAIN  
ABBOTSKERSWELL, NEWTON ABBOT, DEVON, ENGLAND  
PHONE: NEWTON ABBOT 4557

# RESTRICT FISHING— and keep the fleet intact

THE National Federation of Fishermen's Organisations is to support restrictions on fishing and wants port associations to come up with detailed proposals.

At an executive meeting after the NFFO's AGM in Scarborough last Saturday, the 18 members endorsed a four-point plan drawn up by chief executive, Andrew Palfreman, in answer to a request by the Ministry of Agriculture, Fisheries and Food.

It reads: 1) The CFP negotiations are not yet complete. We do not know how much fish will be available to the UK, nor what share of that NFFO members are reasonably expected to take. Until we do have some idea of the longer term prospective, we are opposed to a forced reduction in fleet size.

2) Conservation will be a major part of all fisheries policy (whether it be devised in London or Brussels) in the coming months. If policies are effective and stocks are restored, the kind of vessels operated by NFFO members are ideally equipped for taking advantage of what is likely to be available.

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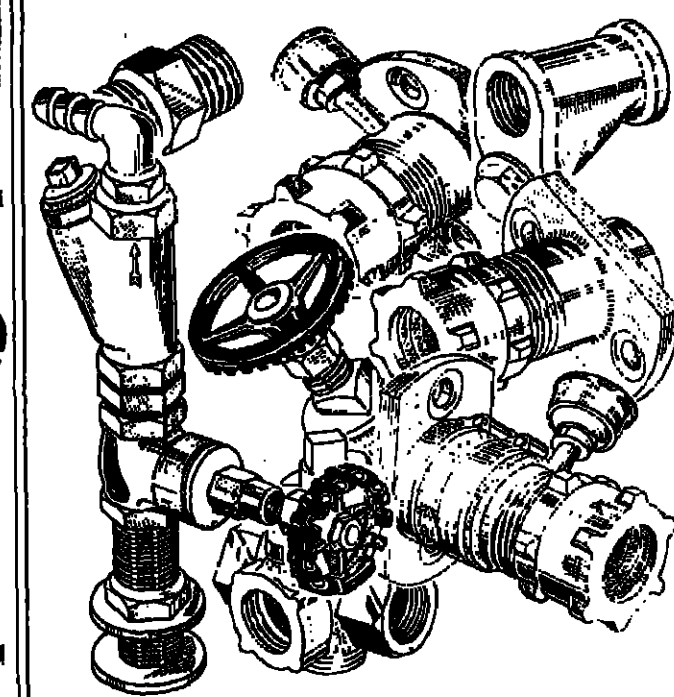
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## The devil you know

BETTER the devil you know than the one you don't, was the thinking behind a decision of the NFFO executive to support the White Fish Authority and the Herring Industry Board. George Crawford told the executive committee: "You don't know what they might be replaced with."

## 'Buccaneer' way ahead

BOYD LINE continue to lead the British Freezer Trawler Challenge Competition with *Arctic Buccaneer*, which finished fifth last year. She is 1,222 points clear.

Listed below are the top 20 places with the figures in brackets indicating the vessels' positions in 1977.

	Tonnes	Points
1 (5) <i>Arctic Buccaneer</i> (Boyd).....	624	4,741
2 (11) <i>St. Benedict</i> (Hamling).....	611	3,823
3 (1) <i>Arctic Gullard</i> (Boyd).....	580	3,344
4 (2) <i>Princess Anne</i> (Boston).....	567	3,139
5 (4) <i>Dane</i> (BUT).....	523	3,139
6 (7) <i>Northella</i> (Marr).....	520	2,829
7 (6) <i>Southella</i> (Marr).....	513	2,829
8 (30) <i>Cordella</i> (Marr).....	510	2,829
9 (15) <i>Swanella</i> (Marr).....	490	2,829
10 (9) <i>St. Jason</i> (Hamling).....	476	2,829
11 (13) <i>Kirkella</i> (Marr).....	445	2,829
12 (10) <i>Fornella</i> (Marr).....	441	2,829
13 (14) <i>St. Fred Parkes</i> (Boston).....	430	2,829
14 (19) <i>Kurd</i> (BUT).....	424	2,829
15 (25) <i>Coriolanus</i> (BUT).....	404	2,829
16 (28) <i>Piot</i> (BUT).....	400	2,829
17 (24) <i>Kelt</i> (BUT).....	390	2,829
18 (35) <i>Defiance</i> (BUT).....	380	2,829
19 (18) <i>Arctic Raider</i> (Boyd).....	374	2,829
20 (22) <i>Arab</i> (BUT).....	374	2,829



## THE END FOR VOLESUS

THE 577-ton Grimsby distant water trawler *Volesus* has now been withdrawn from fishing by the Boston Group after a long period of being laid-up.

*Volesus* completed only five trips last year and has not been to sea in 1978. Last week the 22-year-old motor trawler was being stripped down at Grimsby and is now expected to follow *Prince Charles* — the first motor trawler to be scrapped from Grimsby — which sailed to the breakers earlier this year.

### Varied

The vessel has had a successful and varied career at Grimsby. Built in 1956 by Cook, Welton & Gemmell at Beverley for the Boston Group as *Boston Fury*, she later transferred to the Abunda Fishing Co. and was renamed *Abunda* in 1961.

Five years later she was bought up by Newton Trawlers, the Newton brothers' one-ship distant water venture, and renamed *Volesus*.

After a spell under the Newton colours *Volesus*, which has always been managed through Boston's Grimsby office, was re-acquired by the Boston Group. She was a regular big money earner for the firm until the loss of Icelandic fishing and tiny quotas in the north-east Arctic forced many companies to lay-up distant water ships.

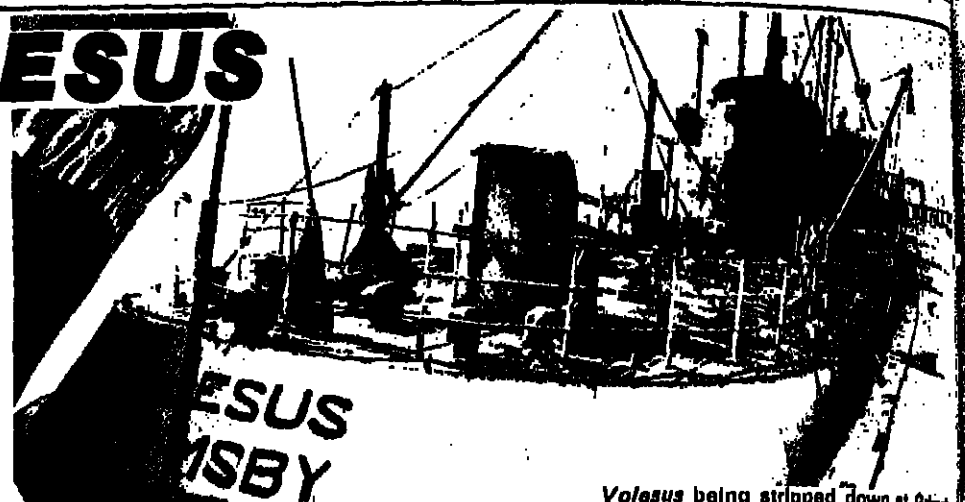
There is, however, better news of *Belgaum*, Boston's Grimsby fisher which was earlier reported to have been laid-up. The sister-ship to *Volesus* is now back at sea fishing the Norway coast under Skipper Frank Gray and, in fact, *Belgaum* was only out of fishing for a fortnight.

Also making a comeback is BUT's *Northern Gift*. She

has also been fishing the north-east Arctic under Skipper Wally Harrie. *Northern Gift* is the first of BUT's Grimsby fisher fleet to make a distant water trip this year.

It is understood there is an outside chance of one or two other laid-up Grimsby distant water trawlers getting in some Bear Island/Spitzbergen trips later this month, although as usual this decision depends upon quotas.

## Salmon poaching — bid for peace



*Volesus* being stripped down at Grimsby

A DEMAND for top level intervention in the East Coast salmon poaching war has been made by Berwickshire District Council.

Chief executive, Robert Christie, said after a unanimous decision by the local authority that he will approach Professor John Mackintosh, MP for Berwick and East Lothian; the Ministry of Agriculture and Fisheries; and various fishing interests in a bid to change the legislation.

Councillor James Evans of Eyemouth, supporting a motion by Councillor Irvine Inglis of Ayrton, deplored the adverse effect the war is having on the fishing industry and voiced concern at the depletion of stocks. He made it clear this was the only solution.

Coun. Evans declared: "There is major poaching going on as everyone knows and one of the reasons is that fishermen don't believe the law is fair. When you have a situation like this it is automatic the law will be broken."

"The law will have to be changed until it is accepted as fair to all. We must get a situation accepted by the majority. Not to stamp out poaching, because you will never do that, but to reduce it drastically so that it is not harmful."

Coun. John Hume Robertson, commissioner and riparian owner, said the whole situation needs looking into in the Tweed Estuary. Commissioners consist of people owning banks of the Tweed, angling clubs, local authorities and people involved in river netting, but there is no one to speak for the sea stations. It seems they are being squeezed out.

He added: "Don't worry about the riparian owners they are doing all right."

Coun. Inglis said of the riparian owners, who he declared let their boats for big money: "They are represented as well meaning amateurs but the fact is they are big business and are out-ting their competitors' throats."

Coun. Inglis said he is only concerned with salmon and jobs in Berwickshire; he is not trying to defend the large-scale poachers. Nor does he hold any brief for the unscrupulous interests who are still using every means to put their legitimate competitors out of business.

He recalled that there are formerly licensed operators at four or five stations between the Tweed Estuary and the

## 'CONTROL' ROW OVER NEW FISH PIER

THE WESTERN Isles Council is opposing plans by the Highlands and Islands Development Board which is seeking power to control navigation of vessels in East Loch Roag where it is building a £1.7m. dried fish plant and pier at Breasclete, Isle of Lewis.

The council felt that such an order would prejudice future action by the council and that the area required by the board was far too large.

While the council has agreed to have a meeting with the board, it has also called for a report on the implications of the council becoming the harbour authority for the whole of the Western Isles, with the exception of the Stornoway harbour area.

In a report to the council, the chief executive stated that when the development was announced the board had informed them that it would be seeking such powers.

He said that, firstly, there was the very broad issue of principle, of whether it was desirable that there should be a number of different statutory bodies exercising harbour powers in the Western Isles and within Loch Roag.

Both Orkney and Shetland Islands Councils, as well as having much wider powers, were the harbour authorities for the whole of their areas, with the exceptions of Stromness and Lerwick respectively, which had long established harbour trusts.

Secondly, the extent of the area over which the board sought to have powers impinged on the council-owned pier at Breasclete. It included that channel giving access to that pier and to the southern part of East Loch Roag. He felt it might be more appropriate for the powers to be confined to the area in the immediate vicinity of the new pier.

It had been agreed that representatives of the council and the board should meet to discuss these points. Unfortunately, the time available between the next meeting of the council and the last date for lodging objections was too short to permit this. He accordingly proposed that the council resolve to oppose the making of the order.

Convenor, Rev. Donald

Billingsgate

ONCE A YEAR Billingsgate lets its hair down, or perhaps it should be puts its hair up, for the night of the annual dinner and dance.

All don their black ties and escort their gorgeously clad wives to the Grosvenor in Park Lane.

This year the chairman of the Merchants' Association, Jimmy Morris, had additional guests to greet; the old stagers were there — Charles Ward, market superintendent, attending for the 23rd year; Gerald Watkin, chief inspector of the Fishmongers Co., beaming over his ample girth; and the Fryers' chairman, representing the customers.

All were thanked for their help during the year, but the chairman reserved special mention for the architects and surveyors, not forgetting the bank manager, who have been assisting with the new market project.

He also referred to the small team of merchants who have put in an immense amount of time and work in planning this project; Don Tyler, Johnny Smithers and Sid Gibbard.

A notable absentee this year was Jimmy Wicks, no longer chairman of the porters' trade union branch. Nor was his successor in evidence on the top table.

Many Billingsgate personalities were there, playing host to their staff and their wives, to important customers and suppliers from home and abroad.

Surprisingly not all the Association's Council was present. Obviously not every firm wishes to go to the considerable expense of entertaining ten or 20 guests, but it is a pity that some way cannot be found to encourage these absentees.

Perhaps a Council table could be organised so that those members who do not want to invite a large party could still attend with their wives and support what is an extremely jolly and worthwhile occasion.

## Mackerel launch

A NEW SMOKED fish product is being launched this week by Findus to take the place of herring which is becoming increasingly scarce and expensive.

The new range of smoked mackerel is to take the place of the traditional British kipper and it comes in cook-in-bag fillets.

The pack will cost 42p for 6 oz. and will be launched in Scotland, Wales and the West Midlands, coming to London on May 12.

## Trip south pays off

THE ICELANDIC trawler *Stalvik* grossed £72,803 at Hull last week for 1,130 kits. The discharge began on the Thursday and was complete next day.

At the Thursday fish sales the vessel made £34,692 for 945 kits.

On both days codstuffs formed the bulk of the turn-out, with an average of £35.15 a kit.

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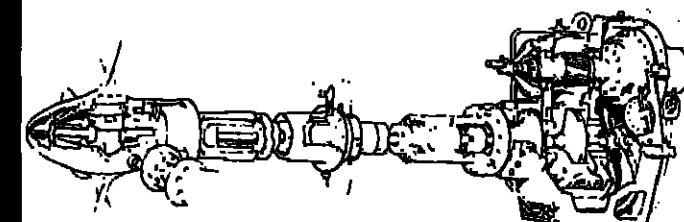
**Ancillaries**  
CI Scope  
MA Bottom Expansion  
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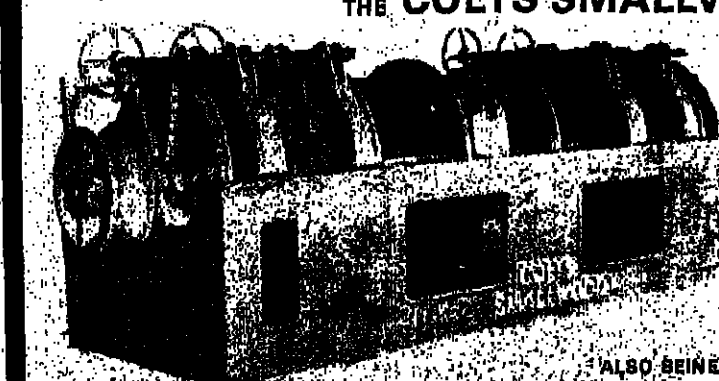
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**SKIPPER** John W. C. Thomson of Lossiemouth — the top seine net skipper working out of the west coast port of Lochinver — has started fishing his new 80ft. steel seiner-trawler *St. Kilda* built by the Herd and Mackenzie yard at Buckie. "She is a magnificent boat from the finest of builders," he said.

"Herd and Mackenzie has allowed me to be as individual as I can in trying to evolve the most efficient craft. In her hull form and design I think she is very advanced in the interests of seaworthiness."

"With so much now being asked of multi-purpose vessels, I feel that a great deal of consideration should be given to good stability and I gave this priority when planning *St. Kilda*."

Skipper Thomson also said that he is pleased with her lines as he likes to see a good-looking boat.

*St. Kilda* will operate from Lochinver and, although seine net fishing will be her mainstay, she is also equipped for trawling.

White fish trawling is growing in importance off the west coast as it enables boats to catch a greater variety of fish and helps to reduce the amount of haddock taken.

Skipper Thomson said he had chosen steel in preference to wood so that she would have sufficient power and versatility for the further development of white fish trawling techniques.

The new vessel is being supplied with a light trawl from the Boris Net Co. and a heavy bobbins trawl made by an Aberdeen net maker.

Her seine nets will come from Jackson Trawls of Peterhead and the 2 in. trawl wire and 3 1/2 in. seine ropes are from British Ropes Ltd.

Gear handling machinery aboard *St. Kilda* includes seine rope storage reels of a new design which have been supplied by Fishing Hydraulics (Scotland) Ltd. to Skipper Thomson's requirements.

Owing to the type of ground off the Scottish west coast, it is often necessary to set the seine net in a restricted area and use a shorter length of rope.

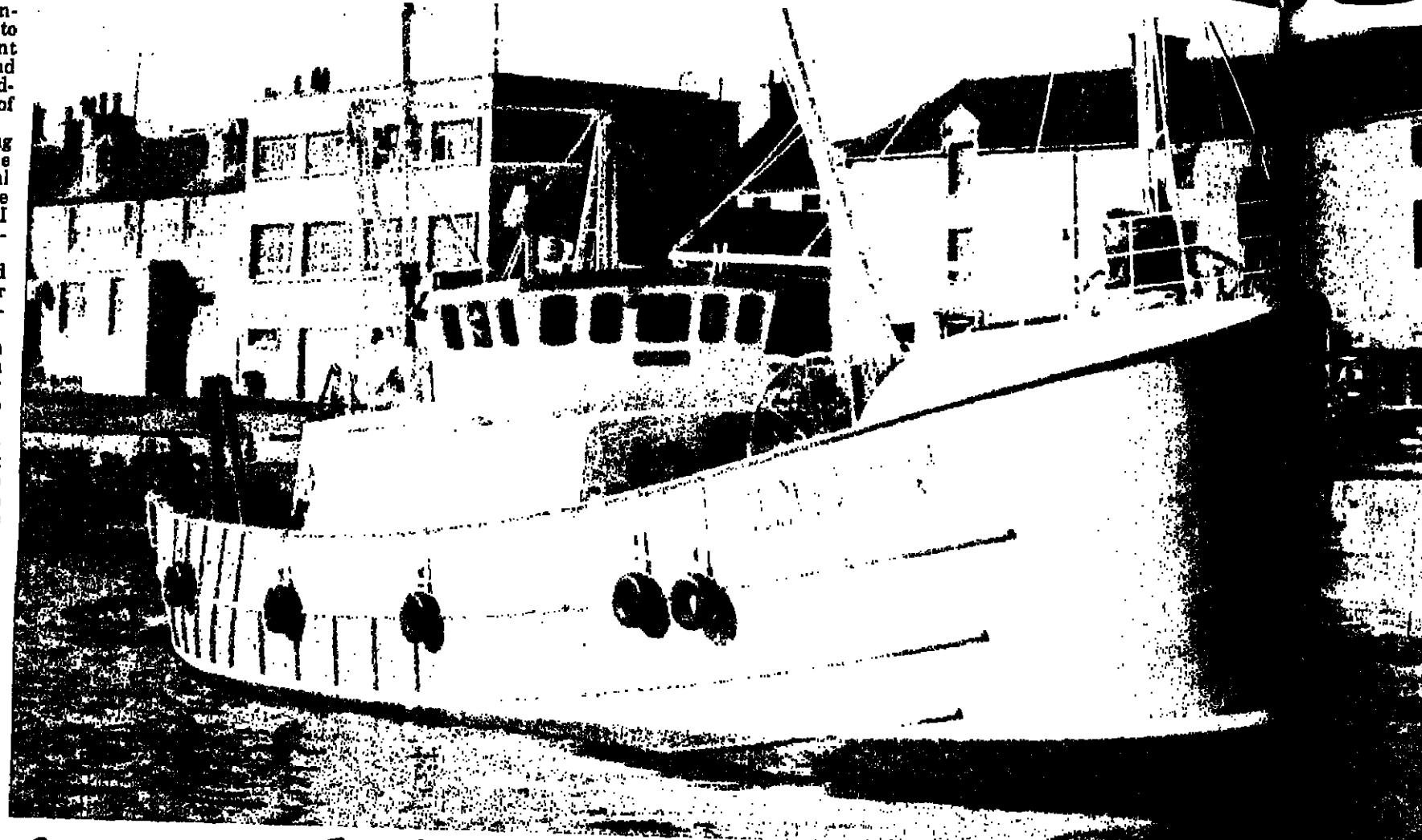
Skipper Thomson said he will sometimes work 13 coils of rope a side, but on other occasions will need to set as few as nine. The design of the reels enables the required number of coils to be set.

Each reel has one main drum and a small drum, the main drum having a capacity for about 13 coils of rope.

Surplus rope not required on the main drum can be run off on to the small drum on the opposite reel and vice versa.

To pass from one reel to the other the ropes run through pulleys fitted at the fore side of the winch. Rope can be run back from the small to the main drums in the same way when needed.

# ST KILDA



## top skipper puts stability first...

Each reel also has an additional auxiliary drum on to which damaged rope can be guided for repair without interrupting the hauling process.

Another interesting feature of *St. Kilda* is that she is the first craft of this size to be fitted with an ISIS 100 alarm monitoring system from Deca.

This provides continuous alarm state monitoring for the main and auxiliary engines, for the level of the water in the bilges of both of the engine room and fishroom and, also, incorporates a fire alarm system for the engine room and an oil level alarm for the stern tube header tank.

Alarm conditions are indicated visually and audibly on a panel in the wheelhouse. *St. Kilda* is the third vessel

to be built for Skipper Thomson. He originally fished with the 70 ft. wooden vessel *Caledonia* (built by Herd and Mackenzie in the mid-1950s) and then in 1969 took delivery of the 77 ft. wooden-hulled *Horizon* from the same builder.

He has been a regular winner of the Lochinver Trophy which is awarded annually to the seine netter landing the largest amount of fish locally during the year.

His crew of seven, all from Lossiemouth and district, has transferred to the new boat from *Horizon* which has now been sold to Buckie owners. Like her predecessor, the new seiner-trawler will be agent by the Lochinver Fish Selling Co.

*St. Kilda* has been designed by the builders as a deep vessel with full lines and has a cruiser stern, round bilges and raked soft nose stem. She is of the well proven Scottish

seiner-trawler layout with the deckhouse aft.

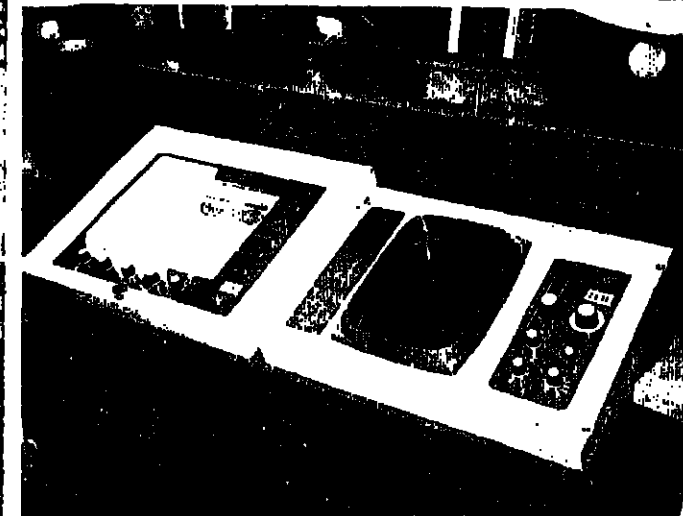
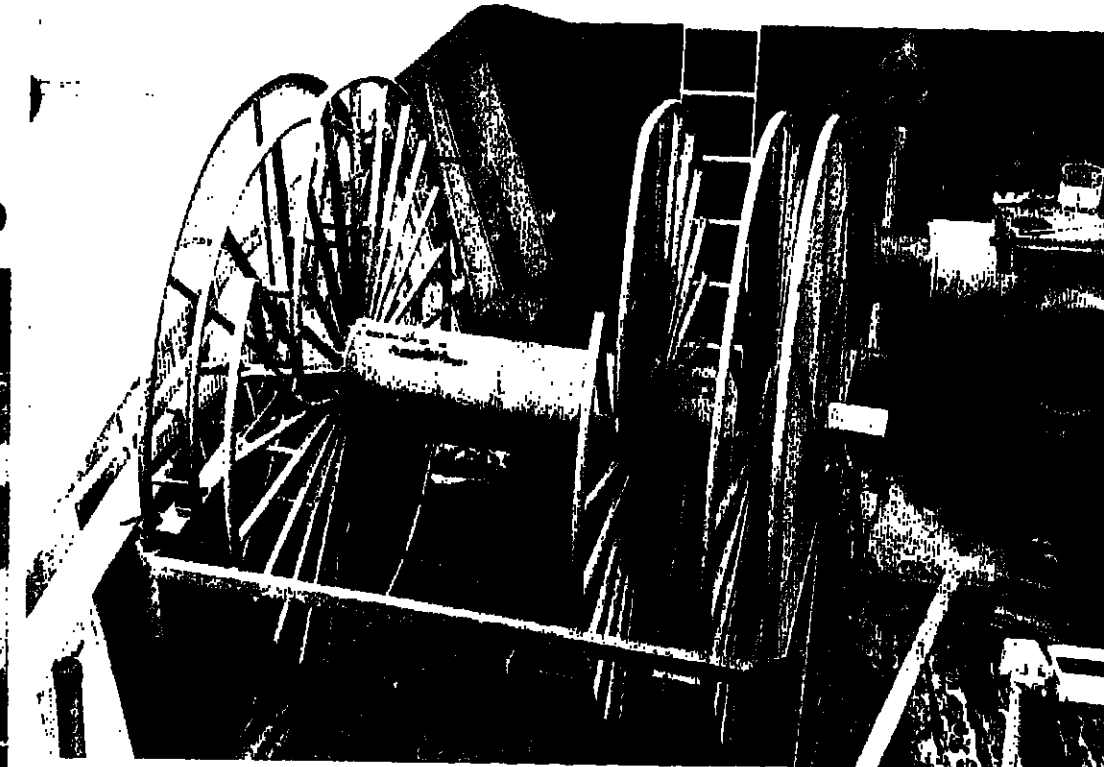
Below deck she is subdivided from forward into forepeak, fishroom, engine room and crew's cabin.

The boat has an overall length of 79.7 ft., registered length of 75 ft. and moulded beam of 23 ft. 7 in. Her moulded depth is 13 ft. 6 in. and draft aft, 12 ft. 6 in. Gross tonnage under Scottish Part IV registry is 80.79.

Turn to page 12



Above: Skipper John W. C. Thomson. Below: *St. Kilda* (below) will work her netter. She is fitted for



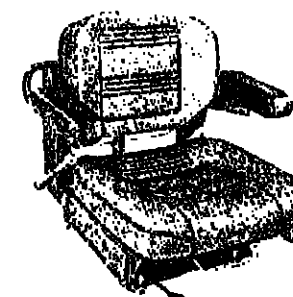
Above left: Skipper Thomson is pleased with the lines of his Herd and Mackenzie-built *St. Kilda*. Top: custom-built rope reels to fish a maximum of 13

coils a side. Above: her Elco LAZ 72 Echograph (left) and LAZ 82 Fishlugs. Right: wheelhouse panel of the Deca ISIS Alarm.

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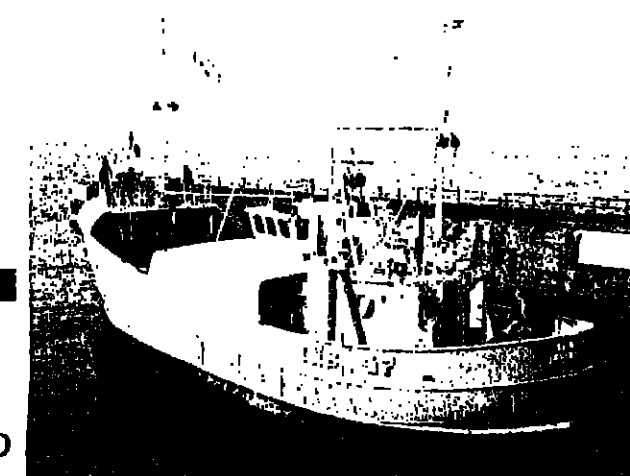
Best wishes to  
Skipper John Thomson  
and the Crew of  
**ST. KILDA**

for good fishing  
with their  
Seine Nets  
from

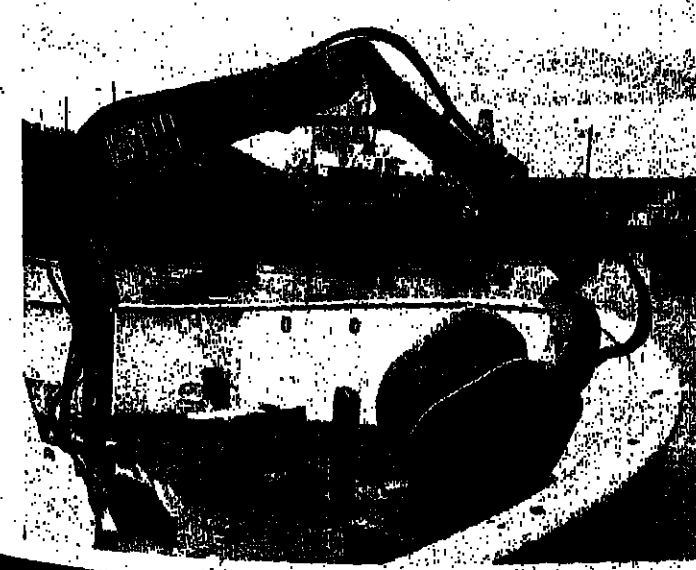
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## By special request

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And there's another factor which would influence a professional like Mr. Thomson... our concept of Service. This is freely available before, during, and after installation (if required, which won't be often).

We also supplied LANDING WINCH, ANCHOR WINDLASS, HI-AB CRANE, RAPP POWER BLOCK for the *St. Kilda*.

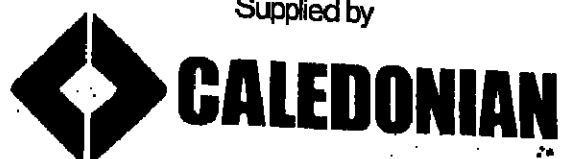
Congratulations and best wishes to Skipper Thomson and his Crew from:

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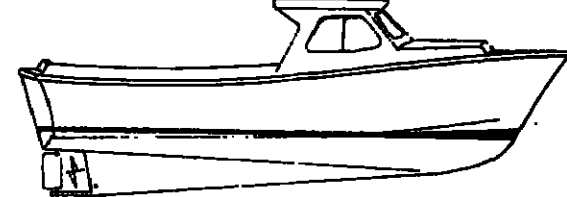
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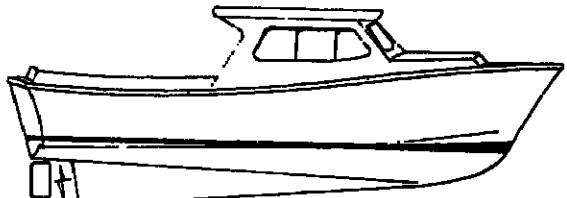
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W/Boat/Fishing Vessel Aft. W/House



Hull design: Robert Tucker, A.R.I.N.A.

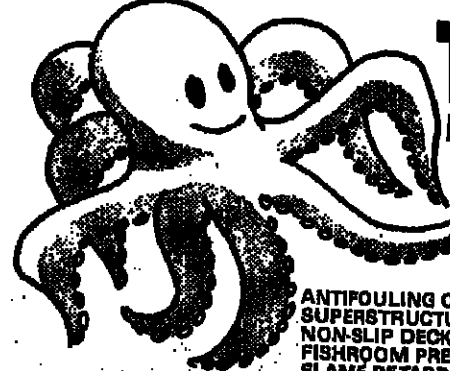
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A TORCH with the equivalent power of a hand-held searchlight is now available in this country.

It has been developed in the USA for use by police and security forces and produces a narrow white beam five times brighter, and with three times the range, of a conventional five-cell torch.

Known as the Streamlite-20, it has re-chargeable nickel-cadmium batteries which give a minimum of 14 hours bright light after a full charge. The batteries, according to the importer, can be re-charged at least 300 times before replacement is necessary.

Each torch is supplied with a charger/holder designed to be connected to a boat's 12 volt d.c. supply, or to a 220 volt a.c. supply through a transformer, so that it is continually being re-charged when stowed.

The SL-20 has a heavy aluminium case with corrosion-resistant black anodised finish, an unbreakable Lexan lens and a lanyard ring attachment. It weighs 1.8 lb.

According to a police report, it has great blinding power and can also be used as a weapon. It would seem, therefore, that it would be ideal for use by ships' night watchmen.

Full particulars are ob-

## John Burgess' Log



tainable from: T. L. Elliott (Europe) Ltd., Elita House, Birmingham Road, Stratford upon Avon.

## Cylinder liners

"CAN YOU tell me what the difference is between wet and dry cylinder liners and why one type or the other is desirable in a diesel engine?"

Cylinder liners which come into direct contact with the cooling water circulating inside the engine block are called wet liners. Those that fit into bored holes in the block (like cylinder bores in most petrol engines), and are not in contact with the cooling water, are called dry liners.

All cylinder bores are subject to wear. They sometimes get scored and, occasionally, they crack for one reason or another.

If they are merely highly polished holes in the engine

block and they become worn or scored, they have to be reconditioned by being rebored. When this is done, larger pistons have to be fitted.

If liners are used, worn or scored ones can be extracted and replaced, the same pistons can continue to be used and the performance of the engine will be unaffected.

Another good reason for fitting liners is that they can be made of much more wear resistant alloys than the cast iron from which engine blocks or jackets are made.

## Measuring engines

"I SHOULD like to know what the difference is between British and American engine power standards."

In Britain, when the output of an engine is to be measured, it is taken from the assembly line before being

run in and its power is measured with cooling water and fuel pumps, alternators and other ancillary equipment in place.

By British (BSR) standards this is the engine's brake horsepower (bhp) and the figure varies by more than five per cent from it may be quoted in sales literature.

When the output of an engine is measured by the American (SAE) standard, it is first run in. Then its power is assessed without any ancillary equipment fitted.

A higher figure for the horsepower of any particular engine can, therefore, be quoted in sales literature if the output is measured by the American, instead of the British, standard.

## Does this ring a bell?

A Fishing News reader, Jane O'Brien, Shanacloon, Castletown, County Cork, Ireland, has written to say that a ship's bell bearing the inscription ARIEL Peterhead 1870 was recently gathered in a trawl off Castletown.

She has been unable to discover when the vessel was wrecked (or perhaps foundered) and would appreciate any information about it and its loss.

## ANY QUESTIONS?

IF YOU have any queries about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

## ST KILDA

engines are fitted. The starboard unit is a model GLNB of 127 hp at 1,500 rpm and drives the main hydraulic powerpack for the deck machinery through a Twin Disc clutch and flexible couplings. A CAV AC7 alternator is also mounted on this engine.

A McLure 20 kW 110 V generator, GGG 300/875 bilge and general service pump and an AC7 alternator are driven from the 4LW engine. This unit, fitted to port, is de-rated to give 48 hp at 1,200 rpm.

Electrically-driven equipment in the engine room includes a GGG 150/875 fuel transfer pump, Godwin fresh water pressure set and Jabaco pump to empty the main engine oil sump.

A total of 4,800 gallons of fuel oil are carried in the double-bottom below the fishroom and in engine room wing tanks, and all these engines operate from a 200 gallon daily service tank.

The GGG fuel pump feeds

the daily service tank and also transfers fuel from the double-bottom to the wing tanks. Lube and hydraulic oil is also carried in tanks.

The salt water ballast tank, carried below the net store in the forepeak, can be filled or emptied by use of the engine-driven bilge pumps. About 1,000 gallons of fresh water is carried in the double bottom below the fishroom.

St. Kilda's Norskov Laurson 29-FK-90 combination seine and trawl winch is located on deck forward. Its large capacity trawl drums are housed forward of the seine barrels and can hold 400 fathoms of 2 in. wire.

In addition to the rope reels, Fishing Hydraulics also supplied the cargo winch, Rapp windlass and the Rapp 24 in. power block hung on a Hiab 650 crane. Controls for the rope reels are fitted below the whaleback and also in the wheelhouse.

Hydraulic power for the deck units will normally be provided from the powerpack at the fore end of the larger Gardner auxiliary engine.

A Dowty variable delivery pump drives the winch and a double pump unit provides power for rope reels, power block and crane, cargo winch and windlass.

The deck units can also be driven at full capacity from a similar set of pumps at the fore end of the main engine.

The fishroom, with a capacity of 156 cu. m., is insulated with polystyrene lined with redwood and is fitted with aluminium stanchions and pond boards. It is served by two hatches and could carry in the region of 1,000 boxes of fish.

Both the deck shelter and

hatch covers are of aluminium, the superstructure remainder is of steel. Tinted glass is fitted in the wheelhouse windows and Chalmir floodlights and a Francis searchlight are carried.

Fish finding aids in the wheelhouse comprise a LAZ72 Echograph and LAZ62 Fishlup supplied by Woodsons of Aberdeen.

All other electronic equipment was supplied by DCS and includes "Sailor" TDS R105 SSB radio telephone, RT144B vhf radio telephone, and R114/M watch receiver, Audix intercom system, Decca Mk. 21 Navigator, 350T Track Plotter, 450 Automatic Pilot and RM914C Clearance radar.

Other fittings in the wheelhouse include Wynstraments Mk. 3 window wiper, Flamm horn, Bostrom Viking 300 helmman's seat, Morse engine and winch controls, plus the model 115 FSG Tenford steering gear. Provision has been made for fitting sonar at a later date if required.

The combined galley and messdeck, located below the wheelhouse, is fitted with a Kempseafe 110 V electric cooker and a Nordfrost fridge. A shower, w.c. and wash-hand basin are also arranged in the deckhouse.

Bunks for eight are arranged in the beautifully fitted out cabin below deck and Central heating and hot water are provided by a Pyro oil-fired boiler housed in the deckhouse.

All the paint used on St. Kilda internally and externally are from International Paints, while safety equipment includes fire extinguishers, fire appliances, industrial

# let's talk sonar

## Redifon/Furuno sonar equipment? "It's the greatest!" claims John Mitchell, skipper & owner of the 'Dewy Rose'.

On board the "Dewy Rose", FR 144, John Mitchell of Fraserburgh has been using Furuno equipment for the past four years.

So good have been the results that his vessel has just become the first in Scotland to install the new Furuno P.P.I. Sonar FH 105 (pictured below).

During Furuno's original sea trials, designed to examine the maximum sounding range of Sonar FH 105, it was recorded that, with tilt of 90° in calm seas and with the vessel stationary, the maximum sounding range was 3000 feet, depending on size of fish and reflection loss.

Small wonder that John Mitchell claims Furuno equipment is "the greatest". And he's no newcomer to Furuno. "Dewy Rose" is already equipped with Furuno FUV 11 Fish Finder, FRS 24 Radar and F 861 Echosounder.

Mr. Alex Mitchell, skipper/owner of "Jacquemaure", FR 95, sister ship to the "Dewy Rose", is no less convinced of Furuno's reputation. During April, his vessel will also be fitted with high frequency sonar type FH 105.

But the proof of the "sonar pudding" rests with "Ling Bank", GY 426, whose skipper is already aiding his catch with FH 105 Sonar. The owners, Tom Sleight, (F.S.) Limited of Grimsby, report that Furuno equipment is operating very satisfactorily.



Furuno's new FH 105 Sonar equipment.



Shrimp echoes at a range of 1500 ft, maximum brilliance and amplitude. "O" TVG; 90° tilt.

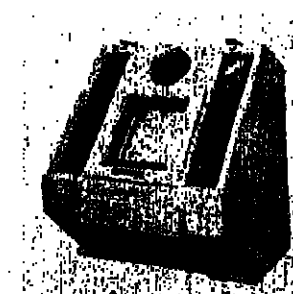
Below: "Ling Bank" — already fitted with Sonar FH 105.



## New Building to be fitted with full range of Furuno equipment.

James Noble's Fraserburgh Yard will soon complete a New Building which is to be named "Devotion", PD 217.

So sure of Furuno's absolute reliability is the owner, Mr. Alex Strachan of Peterhead, that he has ordered a complete range of Furuno equipment that includes their FH 105 Sonar with Sonar Vision type E.S.7 — the very first in the U.K. — their FUV 11 and F 850 Echosounders, two FRS 24 Radars and Furuno's FNR 200 Net Recorder.



Furuno's FH 105 Sonar...with Sonar Vision type E.S.7.



"Dewy Rose" — the first vessel in Scotland to be fitted with Furuno's new FH 105 Sonar

## Full-circle, multi-beam electronic sonar — a technical breakthrough in fish-finding

Over the years, Furuno's highly advanced technology has quite literally revolutionised the fishing industry.

No longer is success a case of 20% skipper's intuition and elaborate guesswork combined with 80% luck but quite the reverse — 80% certain knowledge from the equipment that the fish are there, plus 20% luck.

Furuno's FSS 75A sonar instantly scans through vast bodies of water and provides the intuitive pictures for locating fish schools.

It has tremendously increased efficiency in purse seining, trawling and other fishing methods.

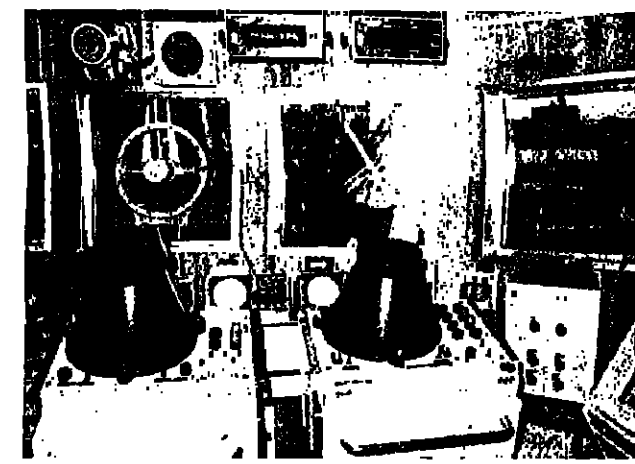
Underwater situations are instantly illustrated on a high-resolution 10" screen plus audio detection and an optional recorder.

Tiltable through 90° continuously — with none of the power deterioration experienced with electronic tilt systems — the FSS 75A has three ranges, 0-200, 400 and 800 metres, which can be expanded to 0-950, 700 and 1400 metres by off-centering.

The system provides PPI images like radar and the 180° sector, with fully concentrated transmitter power, can be oriented in any direction around the vessel to a full 360° search.

The recorder plots targets as in the searchlight sonar, by using a sharp receiving beam with the recorder sector being adjusted in five steps from 80° to 180°.

The FSS 91C is a full circle sonar for long distance ranging. The beam pattern is formed by phased array transducers and, for this reason, the beam can-



A 116 ton netting boat of a large-size seiner fleet equipped with FSS 75A (centre right) and its "sister" equipment FSS 31C. The equipment to the extreme right is the optional recorder switched to both units.

An important feature, since modern vessels operating in crowded fishing grounds are fitted with more and more echosounding equipment, is that cycle control is provided to reduce interference from other sonars operating on the same frequency.

And yet the remarkably compact hull unit of the fully solid-state FSS 75A weighs only 440 kg, and even fits comfortably into a 19 ton vessel.

Furuno's other revolutionary sonar model FSS 31C is the sister to FSS 75A. Purse seiner skippers have long awaited such equipment!

The FSS 31C is a full circle sonar for long distance ranging. The beam pattern is formed by phased array transducers and, for this reason, the beam can-

not be tilted straight down, unlike FSS 75A.

The 1600 metre radius of the equipment enables not only the long distance detection of fish schools but also instant recognition of fish distribution — the direction in which the school is moving, how fish are distributed and which is the most valuable, or largest, school.

Continuous 360° display around the ship helps the skipper determine the timing of shooting and direction of fish movement, tide direction and water depth.

It is small wonder that the aggressive purse seiner skippers want to have both the FSS 31C and the FSS 75A on-board their vessels.

## REDIFON Sole UK distributor for FURUNO

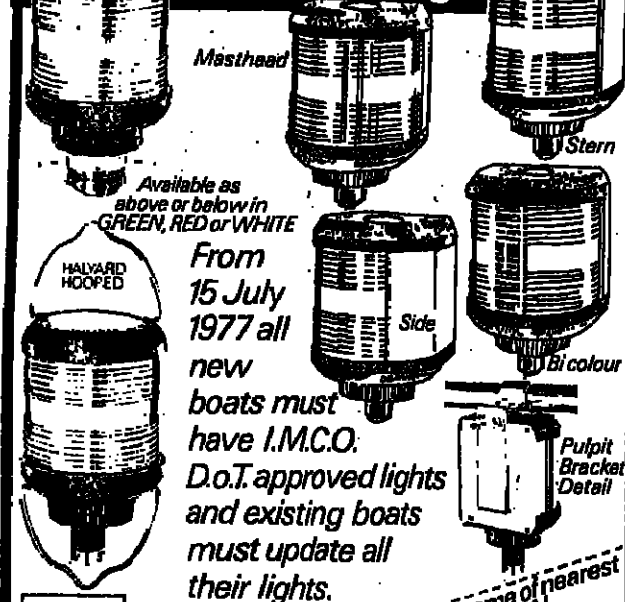
UK:  
Redifon Telecommunications Limited, Bromhill Road, Weymouth, Dorset DT9 8JG, England. Tel: 01-774-7291. Telex: 826228.

Denmark:  
International Skibs Radio A/S, Spectatorvej 9, Copenhagen S V. Denmark. Tel: 01-46-45-00. Telex: 27289.

Norway:  
Furuno Norge A/S, P.O. Box 621, N-8001 Ålesund, Norway. Tel: 0711 24555. Telex: 42592 AHG N.



All fishing boats must update their lights. **AQUA SIGNAL** are the first complete D.O.T. Approved range of lights for fishing.

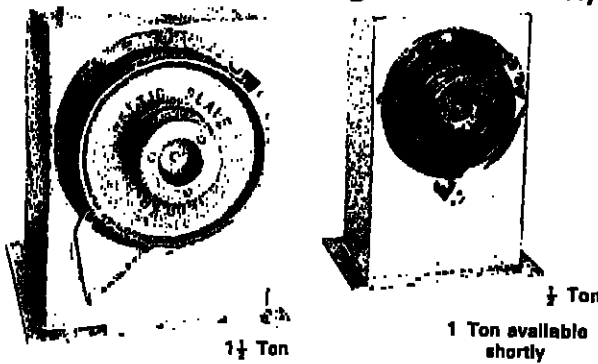


From 15 July 1977 all new boats must have I.M.C.O. D.O.T. approved lights and existing boats must update all their lights.

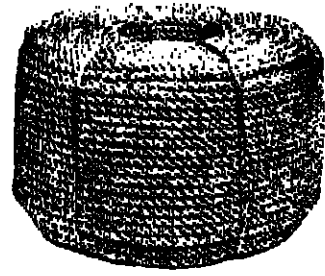
mfms  
stockist & guide to required lights to AQUA SIGNAL FISHING LIGHTS, 83 Godolphin Rd, London W12. Tel: 01-749 2111 address

Specify for vessels above below 50m L.O.A.

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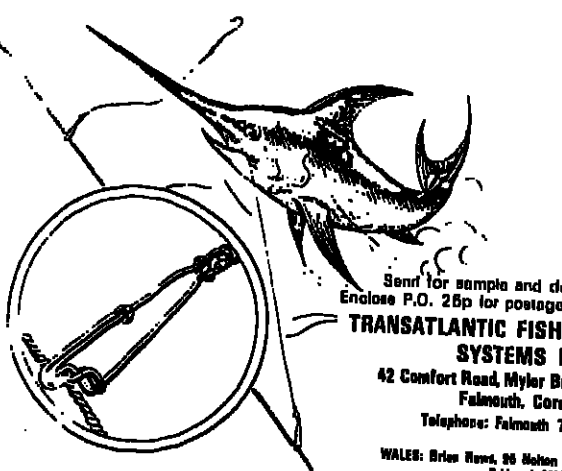
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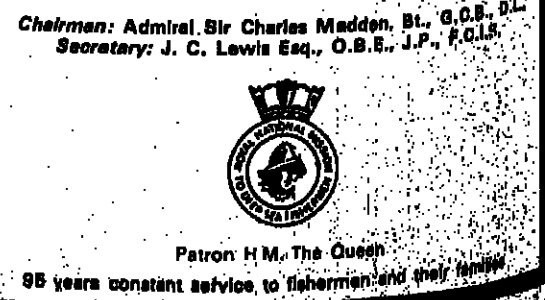
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# SLOW BOAT TO CFP 'A TRAGEDY'

THE STATEMENT made by the Scottish Under-Secretary Hugh Brown last week that the Common Fisheries Policy has little chance of being resolved before the summer has angered Peterhead Harbour Trustees chairman, John D. Buchan. "It's a tragedy," he said.

"I hope Mr. Silkin and the European Fisheries Ministers realise how serious the situation is," he said.

"At Peterhead landings per boat are dropping and, as the fish is of smaller size, it looks as if the big fish have all been caught.

"Many boats working from Peterhead are lucky if they catch 200 boxes of fish a week, whereas a couple of years back a 400-box catch was usual.

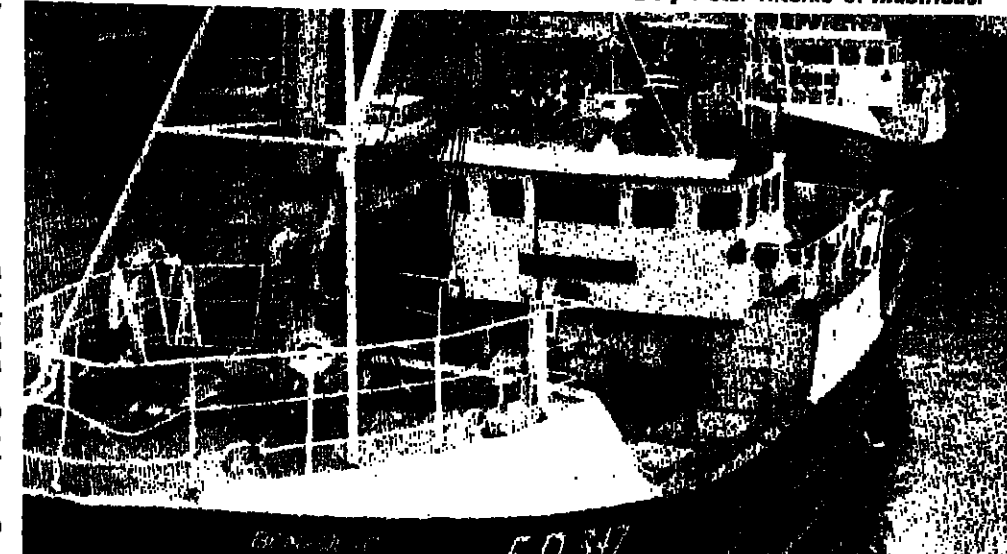
"Conservation is needed now. Not when all the fish is cleaned up," he said.

"Nothing short of immediate action will be of any help, otherwise the North Sea will be a desert.

"There's little point in producer organisations sticking to voluntary quotas for haddock and whiting when other British and foreign vessels are fishing flat out."

"The latest additions to the Peterhead fleet are the 86ft. Tynedraft-designed sister-ships *Lorenzo* and *Benvolio*, formerly of Fleetwood.

"They are preparing to go white fish pair trawling.



Below: two additions to the Peterhead fleet are the Fleetwood-registered former BUT trawlers *Lorenzo* and *Benvolio*. *Lorenzo* has been acquired by Arthur Buchan of Uglevalle, while *Benvolio* is now owned by Peter Ritchie of Ullistown.

## Maiden

THE FIRST BOX of haddock from the maiden catch of the Aberdeen trawler *Speyside* has sold for £80.

The new vessel landed 76 cat of fish which sold for £1,799 after her nine-day trip.

Skipper Peter Simpson of Buckie encountered some teething troubles with the ship's highly-sophisticated computerised winch system.

It is the custom at Aberdeen that the buyer of the first box of fish from a maiden trip receives a new hat and the money raised from the sale goes to charity.

FEARS THAT Faroese fishing boats were taking quantities of herring from Shetland waters were expressed in a Commons committee considering the extension of the temporary agreement with Faroese to June 1.

Harmish Watt (SNP, Banff) said he had been told the Faroese were taking large quantities of herring west of Shetland. It was perhaps the most endangered species round the British coast and it was important to see that the Faroese fishermen did not deplete the stock.

Alick Buchanan-Smith (Con, North Angus and Mearns) said that only the previous week had the Faroese opened their area No. 1 to British boats.

He wanted to know whether an adjustment would be made to the agreement so that what had been lost in the previous two months was not gone for ever. Some compensation must be made.

The Government should learn a lesson from the agreement. The industry had taken it at face value and there had been frustration, anxiety and uncertainty when the agreement did not turn out to be what the industry had thought it was.

Hugh Brown, Under-Secretary, Scottish Office, said there was no evidence that the Faroese were doing anything illegal in herring fishing.

Licensing arrangements being considered by the Commission envisaged a more permanent arrangement and they included monitoring.

Mr. Watt interrupted to ask for an assurance that the Faroese boats landing herring in Holland were getting them from their own area and not from the British one.

Mr. Brown said he would need to have details of boats and would then make inquiries.

## Probe into herring for Holland

## Book early for WFA courses

### THIRTY-FIVE TEST TRAWLS

THERE are now 35 scale models of commercial trawls for use in the WFA's trawl test flume tank at Hull. Skippers can select which trawl they want to see in operation and even make adjustments to the rigging. The trawls available are:

Name of trawl	Horsepower	Scale
<b>BOTTOM TRAWLS</b>		
Balta	1800	1/10
Boris box trawl	100	1/8
Boris Goshawk	160-250	1/10
Coslett Alfrido	2000	1/10
Coslett Concord	120	1/10
Coslett Gemini pair	2 x 160	1/10
Coslett Jumbo 80	1000	1/10
Coslett Jumbo 100	1000	1/10
Coslett Jumbo 114	1800	1/10
Coslett Jumbo 132	2000	1/10
Coslett Large Granton	1000	1/10
Coslett Small Granton	1000	1/10
Duthie Bountiful	350-400	1/8
Duthie two-bridle	300-400	1/10
Gollop 8ft. Brixham	60-80	1/8
IMR Boltrope	1000	1/10
Jackson 570 box (pair)	2 x 300	1/20
Lowestoft C3	150	1/10
Lowestoft C4	600	1/10
Marine Laboratory White Sea	1400	1/10
Portuguese	1000	1/10
Skolpen	2000	1/25
Stella Christina	1000	1/10
Stuart 482 Heavy Board	280-400	1/10
Stuart 30ft. prawn trawl	180-300	1/10
620 Dual Purpose (Kintyre)	100-120	1/10
<b>MID-WATER TRAWLS</b>		
Apeldoorn 480	2 x 250	1/25
Apeldoorn 800	2 x 500	1/25
Apeldoorn 2000	1800	1/25
Boris 388	400-800	1/20
Dutch 1800 Rope trawl		
Dutch 1700 Rope trawl		
Engel 308 x 80 cm	400-800	1/20
Engel 1800 x 20 cm	1300	1/25
French pair trawl	2 x 400	1/20

A NEW programme of fisheries training courses has been lined up for the next eight months by the White Fish Authority. From May to December 35 courses will be in operation — 15 at the WFA training centre in Hull and 20 in the mobile training unit at ports around the country.

Ports to be visited include: Ayr, Buckie, Fleetwood, Fraserburgh, Lerwick, Lowestoft, Mallaig, Pittenweem, Whitby and Whitehaven.

Last year a total of 571 skippers and other industry members attended WFA courses and several were overbooked. Book early this year to avoid disappointment, says the WFA.

All the courses are designed to give practical instruction to professional fishermen and other personnel — and they lean heavily on involvement.

All courses except the one in business management (see 280) are free to members of the UK industry. Details of fees for overseas personnel are available on request from the WFA Industrial Development Unit.

Courses being held this year are:

**Fishing gear technology (five days)**  
Re-designed and now divided into horsepower classes: 20 to 160 hp; 160 to 500 hp; 500 to 1,000 hp; and 1,000 hp plus. Full use is made of the WFA flume tank and about 75 per cent of the course is performing experiments with trawl models. The WFA now has 35 scale models for demonstration, including single-boat and pair mid-water trawls as well as bottom trawls.



WFA instructor Steve Ridgeway running a WFA fish detection course at Eymouth, Warwickshire.

**Acoustic fish detection (five days)**  
Designed for skippers, electronics managers and others concerned with fish detection equipment. Programme includes fish behaviour, echo sounders, bottom expanders, fishlures, net sounders and sonar. Practical course using sophisticated training aids to give a firm grounding in their operation, adjustment and interpretation.

**Engines, electronics and hydraulics inshore vessels (five days)**  
Aimed at helping inshore fishermen to diagnose and rectify simple faults which comprise most of today's breakdowns in the engine room and in small boat hydraulic systems. Covered are: types of engines (advantages and disadvantages), control systems, turbochargers, electrical generation and distribution equipment, hydraulic power transmission, winches and power blocks. Training aids include slides, films, cutaway models and components.

**Coastal fishing (five days)**  
Introduced late last year, the course is designed mainly for skippers of inshore vessels below 150 hp. It provides instruction on small echo sounders, engines and hydraulics, fish behaviour, marine science and gear technology. Lectures and demonstrations of engine and system faults, and of simple repairs in harbour and at sea.

**Marine science (five days)**  
Covers aspects of oceanography, meteorology, marine biology, and fish behaviour relevant to fishing. Topics include ocean currents and tides, fish migration, ecological chain, reaction of fish to gear, and the effects of the marine environment on fish behaviour.

**Business management (three days)**  
To assist all levels of management in fish processing and marketing to improve personal and corporate performance in a variety of business situations. Programme includes production management, corporate finance, marketing management, plus planning and control. Business management game and several lectures by guest speakers.

**Fisheries technology and management (12 weeks)**  
Designed for developing countries, it gives government fisheries department staff an appreciation of the problems involved in the administration of national fisheries development policies.

The WFA is also developing a new three-day course on fishing gear design and net making. Due to start early in 1979, it will be of special interest to skippers of small vessels and others who make their own nets. Course booking form — page three.



# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

Middle water (all BUT)  
26,870: Ross Panther (Sk. W. Stokes), 837 kits, W, 15 days.  
226,987: Ross Kelly (Sk. B. McCall), 1,108 kits, W, 17 days.  
225,476: Ross Juno (Sk. J. Waddingham), 1,065 kits, W, 17 days.  
221,090: Ross Genet (Sk. W. Salt), 768 kits, W, 17 days.  
19,088: Ross Kelvin (Sk. R. Kurz), 803 kits, W, 16 days.

### North Sea

26,900: Lepanto, Lindsey (Sk. C. Nichols), 202 k, NS, 13 days.  
1,440: Lemberg Lindsey (Sk. H. Pexman), 34 k, NS, 6 days.

### Solers

28,130: Arnborg, Consol (Sk. V. Dam), 300k, NS, 18 days.  
27,888: Genara, Sleight (Sk. W. Murray), 266k, NS, 18 days.  
27,591: Sate, Danbrit (Sk. L. Gravenstein), 215k, NS, 17 days.  
27,278: Solveig Barum, Jubilee (Sk. L. Dam), 259k, NS, 18 days.  
26,983: Well Bank, Sleight (Sk. E. Nielson), 195k, NS, 7 days.  
26,610: Ada Jean, Danbrit (Sk. T. Potter), 230k, NS, 15 days.

### Pair teams

15,812: Jean Scott (Sk. P. Scott), 517k, and 12,083: Golden Venture (Sk. A. Pulfrey), 342k, both John R., NS, 16 days.  
13,124: Ross Cormorant, BUT (Sk. F. Steele), 544 k, S, 15 days.  
12,893: Grampian Chieftain, North Star (Sk. J. Bowman snr.), 647 k, BS, 15 days.  
12,847: Mount Melleray, BUT (Sk. J. Mair), 452 k, WS, 12 days.  
12,551: Janwood, Wood Group (Sk. J. Smith), 372 k, F, 14 days.

### Gill-netters

22,787: White Bank, Consol (Sk. O. Christensen), 72k, NS, 7 days.  
22,390: Wardley, Consol (Sk. E. Lose), 62k, NS, 7 days.

### HULL

249,414: Somerset Maugham, Newington (Sk. B. Taylor), 1,641 kits, NC, 15 days.

### FLEETWOOD

11,915: Ella Hewett, Hewett (Sk. D. Reader), 350 kits, 15 days.  
27,514: Marrie Jacob, Irish vessel, 76 kits.  
27,032: Resolute, Ward (Sk. J. Wright), 192 kits, 14 days.  
26,060: Angelus, Belgian vessel, 60 kits.

### Pair teams

235,086: Navena (Sk. J. Burns), 1,111 kits and 22,844: Armana (Sk. T. Christy), 745 kits, both Marr, 15 days.  
229,979: Norina (Sk. W. Reader), 857 kits, and 22,173: Idena (Sk. G. Wignall), 799 kits, both Marr, 15 days.

### ABERDEEN

16,928: Ben Asdale, Irvin Sk. J. Gowie, 780 k, S, 14 days.  
13,253: Grampian Warrior, North Star (Sk. J. Bowman snr.), 647 k, BS, 15 days.  
13,124: Ross Cormorant, BUT (Sk. F. Steele), 544 k, S, 15 days.  
12,893: Grampian Chieftain, North Star (Sk. J. Bowman snr.), 647 k, BS, 15 days.  
12,847: Mount Melleray, BUT (Sk. J. Mair), 452 k, WS, 12 days.  
12,551: Janwood, Wood Group (Sk. J. Smith), 372 k, F, 14 days.

### LOWESTOFT

13,809: St. Georges, East Coast (Sk. J. Gallagher), 422k, NS, 13 days.  
13,054: Suffolk Chieftain, Hobson (Sk. E. Brighty), 404k, NS, 11 days.  
12,647: Suffolk Challenger, Hobson (Sk. D. Atkins), 443k, NS, 12 days.  
11,915: Boston Wasp, Boston (Sk. R. Studd), 409k, NS, 11 days.  
11,836: Boston Coronet, Boston (Sk. W. Barnard), 408k, NS, 12 days.  
11,520: Barnby Queen, Talisman (Sk. C. Craig), 382k, NS, 11 days.

### NORTH SHIELDS

13,964: Edra, Irvin (Sk. R. Palmer), 31,987 kg, NS, 11 days.  
19,390: Ben Strome, Irvin (Sk. E. Longhorn), 23,992 kg, NS, 12 days.  
16,880: Lindisfarne, Irvin (Sk. J. Bailey), 19,685 kg, NS, 5 days.  
16,745: Sedulous, Caley (Sk. R. McBain), 15,560 kg, NS, 4 days.  
16,367: Christine Nielsen, Irvin (Sk. C. Ellis), 19,171 kg, NS, 8 days.  
16,240: Ben Chourn, Irvin (Sk. T. F. Jamieson), 17,581 kg, W, 12 days.

### MILFORD HAVEN

14,478: Rosevear, Norrad (Sk. J. Manson), 168 kits, 12 days.  
13,337: Jaderast Gypsy, Jones (Sk. J. Brodie), 139 kits, 13 days.  
12,488: Picton Sealion, Norrad (Sk. T. Salter), 80 kits, 12 days.  
12,419: Westerdale, Linke (Sk. F. Reynolds), 65 kits, 12 days.  
11,518: Georgina Wilson, Jones (Sk. T. Smith), 55 kits, 7 days.

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westlakes; WC West Coast; WS White Sea; Sk Skipper; k kits; o cwt; kg kilo.

## HUMBER VESSELS DUE

### GRIMSBY

Expected during the week from White Sea and Norway Coast: Boston Halifax, Barnsley and Prince Philip, From Faroe and Westlakes: Carlisle, Ermo, Hon-doo, Okino, Ocho, Fort Vale, Ross Cheestah, Ross Courier, Ross

Genet, Ross Juno, Ross Kelly, Ross Lynx, Yesso.

### HULL

Expected during the week from White Sea and Norway Coast: F. Forester, St. Geranious, From Iceland: Juni (Icelandic).

## PORT MARKETS

### FRIDAY, APRIL 21

#### DUBLIN

1818 boxes met a fair demand. Prices: salmon, £1.50/£1.90; lobster, £1.50/£2.50; black sole, £1.20/£1.25; slaps, 40p/45p; brill, 15p/20p; dab, 8p/10p; cod, 18p/20p; codling, 14p/17p; black pollack, 10p/11p; whiting, 14p/16p; haddock, 14p/16p; large plaice, 16p/40p; ling, 10p/11p; per, 10p/12p; round whiting, £2.70/£3.00; skinned dogfish, £2.50/£3.00; medium, £4.50/£5.00; medium, £2.50/£3.00; haddock, £1.1/£1.2; per box.

### MONDAY, APRIL 24

#### GRIMSBY

Supply moderate, demand good. 20 boats landed 4,041 kits. Prices: shelf cod, £4/£5; codling, £3.30/£4; large haddock, £4.20/£5; medium, £3.80/£4.50; small, £2.20/£3.20; large plaice, £2.30/£3.70; medium, £2.70/£3.70; best small, £2.80/£3.80; skinned dogfish, £2.50/£3.00; medium, £4.50/£5.00; medium, £2.50/£3.00; haddock, £1.1/£1.2; per box.

#### HULL

1,244 kits from one distant water trawler: Price ranges per 10 stone. All heads on cod, £31.50/£40 (average £34.74); codling, £1.1/£1.2; per box.

### FLEETWOOD

Prices: large plaice, £24/£42; large haddock, £25/£48; ling, £28/£27; hake, £65/£95; sole, £18/£24; dogfish, £8/£10; monkfish, £30/£35; roker, £20/£25; whiting, £16/£25; gurnard, £8/£8; per 10k kit.

### MILFORD HAVEN

287 kits from two boats. Prices: large cod, £20/£20; medium, £28/£28; large plaice, £35; medium, £22/£35; small, £12/£15.40; large haddock, £1.30; ling, £11/£13.40; lemon sole, £85; codling, £27/£30; tongues, £100; large ray, £20; small, £23; dogfish, £18; per 8 k. kit.

### EYEMOUTH

Prices: sprag codling, £22/£24; medium, £21/£22.50; small, £15.50/£17.50; best small, £17/£18.90; large haddock, £17/£20.50; large whiting, £12/£15; lobster, £2.50; crabs, £7.50; per 7k kit.

## TUESDAY, APRIL 25

### ABERDEEN

233 tonnes from ten boats. From Faroe: Prices: cod, £22.50/£26; large codling, £25.50/£29.80; medium, £25/£28.80; small, £24/£26.40; ling, £18.28; tusk, £23; salthe, £14/£16.80; extra large haddock, £35/£42; medium, £26.48/£31; small, £24.50/£27.40; lemon sole, £34/£38; plaice, £30/£34; per cwt; halibut, £10/£12.80; per stone.

### From North Sea: Prices: cod, £20/£20; large codling, £27/£32; medium, £32.50; small, £23.50/£28; ling, £16/£18; salthe, £9.20/£19.20; large haddock, £32/£33.50; medium, £27.50/£36; small, £18.30/£21; whiting, £18/£20.40; lemon sole, £28; per cwt; halibut, £5.80/£12; per stone.

### LOWESTOFT

1,215 kits from four boats. Prices: large cod, £28/£33; large plaice, £33/£35; medium, £35/£37; small, £27/£32; codling, £22/£40; large haddock, £45; large turbot, £170; small, £95/£105; lemon sole, £55/£60; roker, £37/£39; catfish, £24.50; brail, £4/£5; small, £30/£33; monkfish, £50; dogfish, £1; per 10 k. kit.

### NORTH SHIELDS

Prices: cod, £20/£22; dogs, £12/£13.75; medium codling, £21/£25; selected small, £19.25/£22; small, £18/£19; large and second small, £25/£28; medium, £26; small, £26.75/£29; small, £10/£10.25; whiting, £13.25/£15; lemon sole, £32/£41; plaice, £21; medium, £25; per 40 kilo unit.

### PETERHEAD

2,520 boxes from 19 boats. Prices: cod, codling, £11.10/£13.30; whiting, £3.20/£3.40; monkfish, £3.70/£3.90; ling, £2.50/£2.80; medium sole, £5.60/£7.50; plaice, £3.50/£4.00; per stone; round haddock, £32.40/£35.50; medium, £25.50/£29; per box.

## BILLINGS GATE

### ON TUESDAY 197 tons were delivered. Average selling prices on merchant fish: salmon, £1.70/£2.25; rainbow trout, 60p/70p; mussels, 65p/85p; medium, 90p/£1.80; large, £1/£1.30; per lb; large turbot, £18.20/£21; medium, £11.20/£14; small, £8.40/£9.80; large brill, £9.30/£7.70; medium, £4.20/£4.90; small, £2.80/£3.50; Danish plaice, 1lb-1 1/2lb, £4.50/£4.80; 1 1/2lb-2 1/2lb, £4.80/£5; large halibut, £12.60/£16.40; medium, £10.40/£12.50; small, £8.40/£11.20; selected lemon sole, £5/£8; large whiting, £4.74/£6.25; small, £3/£3.50; headless home water cod, £5.80/£6; bulk, £7.50/£8.20; codfish, £4.40/£5.40; haddock, £8.90/£11.30; home water haddock, £4.40/£5.70; selected whiting, £3.20/£3.90; small, £2.40/£2.80; small English dogfish, £3.50/£7; large, £5/£8.80; fresh harrings, £4.75/£49.50 (£42.48); coley, £24/£25.50 (£25.03); reds, £15.25/£27.50 (£20.35); rockfish, £15.25/£28.50 (£24.49).

### SELECTED CRABS, 20p/45p/70p; under 3lb, 20p/45p/70p; under 4lb, 20p/45p/70p; small, unsorted, 40p; prawns, 80p; per lb; oysters, £13/£35; 100; scallops, £2.80; per dozen; Scotch winkles, £14/£18; per bag; shrimp, brown, £11; English cockles, £2.20; per gallon.

### FRUZION FISH

NA salmon, £1.25; Canadian halibut, £1.30; snappers, 40p; haddock, 65p; grey mullet, 40p; barbon, 65p; wing far, 40p; plaice, 25p; 24; fillet, 25p; haddock, 25p; herring, £7.25; per stone.

## 'PAIRS' LEAVE

FLEETWOOD'S pair trawlers dominated grossings at the port last week with good cod catches from the north of Scotland grounds.

Top ship was the stern trawler Navena (Sk. John Burns). She landed 1,111 kits, including 750 of cod, 80 of haddock, 10 of whiting, 150 of coley and 10 of dogs, for a grossing of £35,086.

Her partner Armana (Sk. Tom Christy) had 745 kits — 400 of cod, 90 of haddock, 190 of coley and 20 of dogs which sold for £22,844.

Both vessels are owned by J. Marr and Son, as was the other pair team which landed — Idena (Sk. Gordon Wignall) which made £28,173 from 799 kits and Norina (Sk. Bill Reader) £28,979 from 857 kits.

Among the near water trawlers, the outstanding

## WEDNESDAY, APRIL 26

### FRASERBURGH

900 boxes from 30 boats. Prices: selected lemon sole, £40/£42; small, £4/£5; turbot, £10/£12; selected plaice, £3/£3.50; £2.40/£3; per stone; large cod, £19/£22; medium, £17/£19; small, £15/£17; medium codling, £19/£22; cod sprags, £2/£2; round whiting, £15; medium, £25/£27; skate £5 per box.

### BUCKIE

70 boxes from two boats. Prices: cod, £3.35/£3.25; ray, £3; whiting, £1.80/£2; monkfish, £1; lemon sole, £5; plaice, £2/£2; turbot, £13.50; per stone.

### ARBROATH

16 boats. Prices: medium haddock, £20; selected, £20/£22; small, £20/£22; large codling, £16/£20; medium, £16/£20; small, £14/£16; whiting, £16/£20; small, £10.50/£12.50; large lemon sole, £8.50/£12; dab, £1/£3.50; per stone.

### BRIXHAM

Prices: large cod, £4; large plaice, £3/£4; turbot, £19; whiting, £3.50/£4.50; slaps, £16; Dover sole, £14/£21; brill, £8; ray, £9.50; monkfish, £8.50; per stone.

### NEWLYN

Prices: large whiting, £4/£4.50; large ray, £5.30; large, medium, £3.20; medium, £2.50; small, £2.30; pollack, £3; large plaice, £3.20; medium, £4.20; large lemon sole, £7.70; medium, £6; small, £6.50; large Dover sole, £17.80; medium, £18.80; squid, £8/£10; monkfish, £10.50; mussels, £4.80; medium, £4; turbot, £2; large cod, £4.50; haddock, £16; ling, £2.80; large coley, £1.50; medium, £1.50; small, £1.50; large hake, £10; small, £8; small, £6; large brill, £9.50; medium, £8; large dogfish, £2; small, £1.50; per stone.

### SHILLFISH

SELECTED CRABS, 20p/45p/70p; under 3lb, 20p/45p/70p; under 4lb, 20p/45p/70p; small, unsorted, 40p; prawns, 80p; per lb; oysters, £13/£35; 100; scallops, £2.80; per dozen; Scotch winkles, £14/£18; per bag; shrimp, brown, £11; English cockles, £2.20; per gallon.

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## Big changes for the 80s

### AGREEMENT ON an EEC Common Fisheries Policy

will be completed by the end of the month — but it will not embody the principle of exclusive fishing zones.

The claim was made by John Prescott MP (Hull East), a member of the European Parliament, in London this week.

Mr. Prescott, a team of fish farming and education experts were introducing an 80-page report entitled *Fishing in the 80s*, which makes recommendations for a new set of British fishing based on quotas and licence schemes. This report will be circulated

### to local authorities, European Commissioners and the Government.

Among the sweeping changes proposed are a National Labour Board for fishing and Scottish-based National Fishing Authority built on the experience of the White Fish Authority and the Herring Industry Board.

David Cairns, national fishing officer of the Transport and General Workers' Union and a member of the working party which produced the report, was scathing about the conditions of employment for fishermen.

### By comparison with workers in other industries, they are treated as second-class citizens. We are still fighting to get a decausalisation scheme and also redundancy payment for fishermen," he said.

The establishment of a National Labour Board was seen as a way of providing some stability in employment. This board would work with local or port boards, whose function would be similar to the National Dock Labour Boards.

The role seen for a National Fishing Authority would be in co-ordination of industry research, safety, training,

### education and employment conditions.

The report, in its plans for the fishing fleet, pushes for a system of local dominant preference based on proximity to fishing grounds. Control should be maintained through a licensing system linked to seasonal and area controls, with some use of quotas.

The only boats beyond these controls would be vessels under 12 metres. Strict limits should be put on big trawlers, with some relaxation on vessels up to 25 metres.

Mr. Prescott said he hoped that the report would initiate discussion in Britain and the EEC on the next stage of a Community fishing policy.

## Skipper Delroy bows out

### AREMARKABLE career has ended with the retirement of 65-year-old Fleetwood skipper-owner Jan Delroy.

Polish-born Skipper Delroy was travelling in the North Sea when his country was invaded by the Germans during the 2-5 war.

His vessel, *Delfin II*, put in a Dutch port but, with the German advance, he was forced to move to Bordeaux. *Delfin II* was one of three in a group of Polish trawlers which had enough fuel to make the voyage to England.

The vessels arrived at Bury, South Wales, and he brought *Delfin II* to Fleetwood and was commissioned as a sub-lieutenant in the Royal Naval Reserve.

When he returned to civilian life he bought the inshore vessel *Billy Boy* with another Pole Boris Howard, a war friend. *Billy Boy* sank off Morecambe Bay last night and, later, Mr. Howard form-

### ed the highly-successful Boris Net Co.

Skipper Delroy commanded vessels for various firms before purchasing the wooden *Girl Doris* in 1982. Under his command she became one of the port's outstanding pocket trawlers and

### often outstripped bigger vessels in her section. Now Skipper Delroy has sold *Girl Doris* to Skipper Bruno Clarke.

His retirement means the end of what has become known locally as a 'Girl Doris trip' — anything from 70 to 3-5 war.

### APRIL 28, 1928

TWO brothers hauled back to their boat by ropes after being swept overboard while fishing off Arbroath, Scotland.

NORWEGIAN fish merchant patents new brine for cooling fish: It is a mixture of ice and salt or snow and salt.

LEVER BROS. of Port Sunlight order new drifters: The first for Yarmouth in many years.

FISH merchants hold secret meeting in London to organise the wholesale

### trade. The Federation of British Wholesale Fish Merchants' Association formed.

BRITISH herring and mackerel should be canned to cut our imports — National Food Canning Council inquiry committee.

BILLINGS GATE handling more fish despite increasing direct competition from coastal ports.

### Recalling some of the stories which appeared in our columns this week 50 years ago.

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### 50 years ago

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